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Hongkong, 8th August, 1905. 2254

POLICE COURT.

Friday, February 8th.

BEFORE MR. F. A. HAZLEMAN (FIRST POLICE MAGISTRATE).

DUMPING COAL.

A Chinese boatman, while in the act of transferring a quantity of coal, (believed to have been illegally obtained), from his craft to a launch near the Bayview Police Station, was observed by a Inkong on shore. At the same time he noticed the Inkong, dumped the coal into the harbour, and endeavoured to escape by flight, the launch also being put at full speed ahead. The constable, however, speedily procured a motorboat, and although he did not succeed in overhauling the launch he captured the boatman and placed him under arrest.

After hearing the story his Worship fined the defendant \$50, the alternative being two months' imprisonment.

ALLEGED COUNTERFEIT COIN.

He Chung went into a draper's shop in D'Aguiar Street on Thursday to purchase some stockings. After inspecting various makes he at length decided to purchase two pairs for fifty cents, and tendered a five dollar bill in payment receiving \$4.50 change in silver. He then demanded so much discount on the bill, and because the salesman refused to allow this, returned his purchase and change and asked for the restoration of his \$5 bill. On receipt of this he left the shop, but was shortly afterwards overtaken by the shopkeeper and placed under arrest. It was alleged that of the money returned, twelve 20 cent pieces were counterfeit.

On appearing before the Magistrate on the charge of being in possession of and passing spurious money, he asked for an adjournment to enable him to call evidence, and the application was granted.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

AN IMPORTANT POINT.

The captain of the s.s. *Telemachus* was proceeded against on summons by Inspector Langley of the water police for refusing to stop when hailed by a police pinnace, when leaving the port on January 10th.

The summons was taken out under section 2 of the Merchant Shipping Ordinance, No. 10 of 1900, and it appears that when the *Telemachus* was leaving port on the date previously mentioned Detective Sergeant Wilden, who was in charge of the police launch, hailed the vessel with the object of boarding her to search for excess passengers.

Mr. P. W. Goldring (of Messrs. Goldring and Barlow) appeared for the defendant and raised a legal point in connection with the section under which the summons was taken out. The Ordinance set forth that it was lawful for any police officer not below the rank of sergeant to stop and board any ship in case he thought a felony or misdemeanour was committed, or about to be committed; and Mr. Goldring contended that the carrying of excess passengers was not a felony or misdemeanour, therefore in this instance the police officer was acting *ultra vires*.

Inspector Langley called his Worship's attention to sub-section 1 of section 20 which stated that it was lawful for the police or harbour master to enter upon any ship other than a vessel of war. The word harbour master, he said, included any person authorised by the harbour master.

Mr. Goldring contended that the text would not allow the definition to extend beyond the assistant harbour master. It limited the power to those two.

Inspector Langley: We have no objection to this point being brought up again in the absence of the Captain, if your Worship would like to remand the case and consider the question.

His Worship:—When does the ship return?

The Captain:—About a month.

His Worship:—Then I will adjourn the case till then.

Inspector Langley:—We should like to have the point decided as soon as possible, as if your Worship upholds it, it may mean the amending of the Ordinance, and if we have to wait another month similar cases may crop up in the meantime.

His Worship intimated that he would deliver his decision on the point to-day, and take the summons on the return of the ship.

THE PROMISSORY NOTE CASE.

After a hearing of about three weeks, the case concluded in which Chan Tse was charged with the larceny of a promissory note for \$5,000 from Wong Tai-koo, a schoolmistress from Canton.

Mr. John Hastings prosecuted, and Mr. G. K. Hall Brutton (of Messrs. Brutton and Bell) appeared for the defendant.

The evidence showed that defendant and her son, Li Fuk-sing, since absconded, borrowed the money from the schoolmistress and arranged that it should be repaid shortly afterwards. When the note was to be repaid, the date arranged, Li Fuk-sing asked her to show him the note so that he could calculate the interest.

The note was handed to his mother, who passed it over to him, telling him as he left the room to hurry up and get the money. Li was not a dutiful son, however, and although the complainant waited long, he never returned. In fact she has not seen him since, and the note is still missing. Eventually she complained to the police, and in consequence of the report she made Chan Tse was arrested while enjoying herself at the Ko Shing Theatre.

His Worship found the defendant guilty and sentenced her to one month's imprisonment.

CORRESPONDENCE.

"DISCRETION AND THE LACK OF IT."

TO THE EDITOR OF THE "DAILY PRESS."

February 8th, 1907.

SIR,—Under the above heading in a correspondence published in one of your evening contemporaries, "Anti-Bumptonness" has rightly brought to the notice of the public the want of consideration, and in some cases actual insult, with which our Chinese citizens of the respectable class were treated at the recent coronations.

In the case he complained of the individual in uniform who singled out two Chinese ladies for public recognition might be one of the inferior uneducated sort and so, it may be said, a little railing by his superior, when informed of his conduct, would probably bring him round to his proper senses.

But has his superior better senses than he? One of the few of our most prominent Chinese citizens who was on the General Reception Committee was standing together with his colleagues at Blake Pier waiting for the Royal Party to land. He had been standing there for some time when a smart young officer of the superior rank strutted up to him and demanded to know if our Chinese friend had a ticket. Of course he had a ticket. Young authority ought to have the sense enough to know that without a ticket he could not have been standing where he was, and if he was not one of the Committee he would not have been with the leading group. The whole way from the Clock Tower and around the enclosure at Blake Pier was lined with police who could not have allowed the Chinese to pass into the enclosure without showing tickets. Was that officer not one of those who made the arrangements? "Anti-Bumptonness" commended to the attention of "those dressed in a little authority" the desirability of studying "Discretion" besides law and the drill book. To his list should be added common sense.

I may here point out that many of the Chinese Entertaining Committee at the Ko Shing Theatre were very roughly treated. About 2 o'clock p.m. on the memorable day, when they arrived near the Western Market, Queen's Road Central, on their way to attend to the preparations, they were stopped and turned out of their rickshaws by both the European and Sikh constables, and even those who went on foot were driven to the vicarages which were then fully packed, and they had to take a circuitous way down to Des Vaux Road, and get to their place of entertainment through the back lanes. Even when told that they were on the Committee going to make the necessary preparations, the Police took no heed of it and said that it was their order. Were there no back lanes leading to the Ko Shing Theatre, I wonder who would be blamed for upsetting the arrangements by the absence of the members driven back!

Yours faithfully,
COMMON SENSE.

MISTRESS AND AMAH.

At the Supreme Court yesterday Mr. Justice Wice in the Summary Jurisdiction heard a claim by an amah named Wang Sam against Miss Claudia and Miss Fivera for \$16 and \$10 respectively. Complainant said she was engaged by the first defendant at \$16 a month, but in January last, feeling sick she left her service on the 28th, having obtained permission. She now sued for the month's wages.

Her case against the second defendant, who paid her \$10 a month, was identical. Both defendants denied having given the amah permission to leave, and both declined to pay her anything for the time that she had worked.

His Honour:—Very well, I can't make you. Tell complainant that they say she left without leave. She has not proved her case. I am sorry they cannot between them give her something but I cannot do anything. Judgment for defendants in both cases, with costs.

GREY-HAIRED SUBALTERN.

The infantry reductions in the British Army are causing great hardships in promotion, from the rank of major down to that of corporal. In the reduced regiments each rank now has twice as many officers or N.C.O.s as are needed. Some of the latter are being sent away, and the officers are being offered transfers to other corps, with loss of all seniority in rank.

Captains of a dozen years' service have no prospect of reaching a majority, and the junior ranks will be grey-headed before they become senior captains.

The West India Regiment is being reduced by half, and the officers are to swell the general congestion in the line regiments.

The infantry officers' prospects are now at their worst, and many are sending in their papers rather than waste any more years in the service.

In one regiment there are fifteen majors for eight vacancies, and forty-four captains for one-third that number of vacancies.

LATEST STEAMER MOVEMENTS.

The N.D.L. transport *Roon* left Colombo on Wednesday, the 6th inst., at 8 p.m., and may be expected here on or about Sunday, the 17th inst., at daylight.

The N.Y.K. steamer *Tosa Maru* (American Line) left Shanghai for this port on the 7th inst., and is expected to arrive here on the 10th inst.

The steamer *Loftham*, from Europe, left Singapore on the 8th inst., and may be expected here about the 16th inst.

The Boston Tow Boat Co.'s steamer *Pleides* arrived at Victoria (B.C.) on the 6th inst.

People do not work well for bare necessities; they work well for ideals, for aspirations for comfort—yes, for luxury.

HAMBURG.

(FROM OUR CORRESPONDENT).

January 8th.

CHAMBER OF COMMERCE REPORT.

The annual report of the Hamburg Chamber of Commerce in its introductory remarks emphasises the fact that the activity of trade during the preceding two years has made further progress in the past twelve months, and that, similar economic conditions prevailing in almost all other countries, a considerable increase in the exchange of commodities has to be recorded, greatly to the advantage of those engaged in trade and shipping. New markets have also been opened and all branches of German industries have been working at high pressure, which in many instances has necessitated the extension of works. The home trade has likewise been very satisfactory, as owing to the general prosperity and higher rates of wages the purchasing power of the community at large has increased; it has been further strengthened by a plentiful harvest and high cattle prices. Under the circumstances the new commercial treaties, which it was feared might not detrimentally on some branches of trade, have so far failed to justify these apprehensions, but it will only be possible to form a correct opinion of their effects, when the wave of prosperity having reached its climax begins once more to recede.

PROSPEROUS UNDER DIFFICULTIES.

This highly favourable state of affairs is all the more remarkable as most serious difficulties have had to be contended with by manufacturers: the high prices of most raw materials and the growing exactions of the working classes have raised the cost of production in nearly all industries whilst it has been still further enhanced by legislative enactments shortening the hours of labour. The working-classes themselves more or less show a growing disposition to raise the value of their labour artificially by frequent suspensions of work and by not doing more than a certain amount when employed. Should this assume greater proportions, it would heavily handicap manufacturers in their competition with foreign countries; in England, where this system prevails extensively, the effects have been most injurious. Then again the compulsory contributions to the State insurance funds and the large amounts spent voluntarily by firms for the benefit of their hands is proving a severe tax, and it is to be feared that, when in less prosperous times these have to be reduced, it will add to the general discontent. One of the greatest difficulties, however, has been the scarcity of labour arising partly from the causes already indicated, partly from the increased demand, owing to the abundant harvest, for field hands. This has been most severely felt in the mining districts, where the output of some collieries for instance has barely amounted to one third of the ordinary production; an inadequate supply of coal and iron and the consequent advance in the prices of these important raw materials have been a source of much trouble to manufacturers.

The tightness of the money markets which has been particularly marked during the last six months, has been another noticeable feature of the year under review. It may be looked upon in a great measure as resulting from the legitimate requirements of the trade all over the world but it has been intensified in Germany by the withdrawal of large amounts of foreign capital which had been invested in this country but was now wanted at home. In view of such occurrences it appears highly desirable that the system of payments by means of bank transfers, for which the Reichsbank with its numerous branch offices all over the country offers every facility, should be made use of more generally.

CATASTROPHIC STIMULI.

The San Francisco and Valparaiso catastrophes are touched upon and much sympathy is expressed with the sufferers; the losses sustained by the fire insurance companies have been most serious, in many cases disastrous, but on the other hand the trade in building materials has received a much wanted impetus from the sudden demand that sprang up for those parts. I am afraid I should exceed the space allotted to me in your columns if I were to follow the report in its exhaustive remarks on the many articles dealt in in this market, on exports and imports, the statistics of trade with the different countries, local business and institutions, postal and railway arrangements, changes and proposed changes in commercial and shipping legislation, international law, &c., &c.; and will therefore confine myself to a short summary of the passages relating to business with the Far East.

TRADE WITH CHINA.

As to China the steady advance in the price of silver has, it is stated, materially affected the import trade from that country, which has been rendered still more difficult by the keen competition of Japanese merchants who are making every effort to monopolize the China markets. The export trade to southern China, which in the last report of the Chamber was pronounced unsatisfactory, has, if anything, become worse during the last twelve months in consequence of an accumulation of stocks in the warehouses, troubles in the southern provinces, and the effects of last year's financial crisis in native banking circles. Signs of an improvement however were not wanting, when the typhoon, which visited Hongkong in September last, by the destruction it wrought amongst the shipping of the port, and to property ashore, put an end to all chances of a revival of business for some time to come. The trade with Shanghai and the northern districts is reported upon more favourably; still the results are in many respects not equal to those obtained last year and complaints are very general of the slowness with which native merchants take delivery of goods bought

previously, the famine in the interior having greatly diminished the purchasing power of the population. It is said that goods to the amount of twenty million taels are still waiting to be taken up, a large proportion of which are from the United States, the boycott of American goods being strictly enforced. China, however, in the opinion of the Chamber deserves the closest attention on the part of our merchants as the development of the railway system of the country, although proceeding slowly, is making progress and is opening out the country more and more. The regular postal service via Siberia, which has been interrupted since the outbreak of the war, will, it is hoped, be shortly resumed.

AND WITH JAPAN.

Business in Japan has been entirely under the influence of the after-effects of the war. The financial system of the government has proved so successful that the rate of discount has gradually declined, but it is not yet deemed possible to omit the second half of the 4 per cent loan of the end of 1905 and in the present state of the money markets of Europe an early issue does not appear likely. Nothing has transpired with regard to private loans to the government, which in order to increase the revenue of the state has been obliged to raise the import duties on several articles. The Tobacco monopoly has fully realized the expectations entertained, the yield in 1905 being estimated at 32 million Yen. Industrial enterprise is receiving every encouragement from the government and although Japan failed to obtain a war-indemnity from Russia it seems as if the country were not to be spared the period of overtrading and inflation of values, which so frequently follows upon a successful campaign. A large amount of steam tonnage having become available on the conclusion of peace, the Japanese have turned their attention to the establishment of regular steamer lines to various parts of Europe and America, notably to South America. The question of emigration is also receiving their serious attention. South America and Mexico being most in favour at present.

KOREA.

The accounts from Korea have not been satisfactory during the year under review, the failure of the rice crop having considerably impaired the purchasing power of the people who, moreover, are only slowly becoming accustomed to the new order of things. They view the Japanese administration with suspicion and continue to prefer their old nickel coins to the new money, banknotes being more particularly unpopular.

SIAM.

Trade with the Kingdom of Siam is gaining in importance; a large proportion is in the hands of German firms and more than one half of the vessels entering the port of Bangkok fly the German flag. The country enjoys the blessings of a settled government and is making rapid progress in every direction. The railway system is being extended, a fair share of the orders for the materials required having been secured by German firms. The newly founded Siam Commercial Bank has been placed under German management. Business generally has been flourishing, as an abundant rice crop has not only provided the population with cheap food, but has also permitted the exportation of 900,000 tons, which has served to give a stimulus to the demand for foreign goods. Un fortunately the prospects for the next year, owing to want of rain, are less favourable, so that a falling in trade with Siam must be looked for.

MALAYA.

The reform in the monetary system of the Straits Settlements having been completed, the value of the dollar is now definitely fixed at 2/4d but in order to obviate the danger of the coin being withdrawn from circulation to any extent, should the price of silver continue to advance it has been decided to reduce its weight by 25 per cent. The English sovereign has been declared legal tender at the same time, whilst an increase in the issue of banknotes and a corresponding strengthening of the gold reserves are in contemplation. The government has every reason, in the interests of the colony, to try to prevent a material rise in the value of the dollar, as heavy payments will shortly have to be made; 28 million dollars are required to pay for the Tanjong Pagar Dock Estate recently purchased, besides large amounts for the extension and improvement of the harbour. This will necessitate the raising of a gold loan, which will impose a heavy burden on the colony, that so far has been free of indebtedness. The measure has caused some misgivings in European circles, who in the beginning of the year suffered more or less severely from the insolvency of a number of native dealers, brought about by the depreciation of stocks in consequence of the unexpected and rapid rise in the price of silver. Since then however, thanks to the advance in the value of the chief articles for export, viz., Tin, Copra, Indurub, and Tapioca, the situation has considerably improved. The opening of a branch office of the German Asiatic Bank in Singapore is to be warmly welcomed from a patriotic point of view. German merchants in the Settlement and in Dutch India will now no longer be dependent on foreign banking firms.

DUTCH EAST INDIA.

Trade with Dutch East India is on the increase, and although most of the produce of the colony continues to be shipped to Dutch ports, the Hamburg and Bremen lines of steamers are getting a fair share and are likely to get more as time goes on as quite one half of one of the most important articles of export, Copra, is purchased by the oil presses in northern Germany.

GERMANY AND ROME.

Although my letter has run on an inordinate length, I must add a few lines to say that, on the day my last one was mailed, a denial of the 500,000 franc incident appeared in the *Norddeutsche Allgemeine Zeitung*, an acknowledged organ of the government. A valuable letter was sent to Pope Leo XIII on the occasion of his jubilee in 1903, but the rest of the story is pure invention. The paper reproduces the denial explaining their own silence by their having disinclined to take notice of a statement which bore the impress of falsehood on its face.

PHOTO ALBUMS!

PHOTO ALBUMS!!

PHOTO ALBUMS!!!

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

[35]

HOCKS AND MOSELLES.

(Sole Agents for LANGENBACH & SOHNE, WORMS-on-RHINE.)

	1 doz. bottles	2 doz. 4 bottles
SPARKLING MOSELLE	\$28.00	\$28.00
Do. HOCK	15.00	15.00
LAUBENHEIMER	13.00	13.00
ORAACHER	15.00	15.00
NIESENHOFER	20.00	20.00
HOCKHEIMER	24.00	24.00
LIEBHAUMLICH		
CALIFORNIA RIESLING	6.50	7.50
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12, QUEEN'S ROAD CENTRAL.

CHINA'S BACKSLIDING.

REACTIONARIES RAMPANT.

Even the *N.C. Daily News* now writes "anarchy, feckless, apathetic" on the state of Peking. Following are two extracts from a leading article on Feb. 2nd:—

The past year has been a prosperous one for the Government, and the revenue is stated to have been in excess of any previous period of twelve months. China could hardly have wished for more favourable circumstances, in which to inaugurate an era of real and lasting reform.

Suddenly the whole situation, as far as any outside observer is able to judge, has been completely changed. In the place of progress and reform the country seems to have been plunged back into the depths of reaction. With a few strokes of the pen the Central Government has virtually obliterated all traces of a consistent effort to achieve reform. Where Editors, indicating some measure of progress have not been actually rescinded they remain a dead letter, while in their dealings with the outside world the authorities have revived the worst features of the old régime. In the country at large the same policy is reproduced. The suppression of an armed outbreak, which was easily accomplished, has let loose the dogs of reaction and oppression. Under the pretence of stamping out the smouldering embers of revolution the authorities seem bent upon prosecuting a general crusade against all that make for progress and reform. Their action is causing the liveliest anxiety among the more enlightened of their own countrymen; it may presently evoke the disgust and condemnation of China's foreign well-wishers.

In the face of this complete relapse into the worst features of the old régime it behoves the outside world and especially foreign governments to reconsider their attitude towards China. The Central Government should be brought to realise that the path to reaction is not likely to be made as smooth for it by other nations, as it was their intention to make the path to progress. Anarchy, incompetence and unbridled hostility for hostility's sake gave rise to the cruder forms of diplomacy which are symbolized by ships and troops. These were easily changed, because they are only evoked by stern necessity; but the desire to see them abolished for ever does not imply that they can never be recalled. No civilized Power deliberately accords its sympathy to those in revolt against the constituted authority of another nation; but when that constituted authority is, as far as any consistent form of government is concerned, little better than anarchy itself, the outside world may well be in doubt with regard to whom side is the more entitled to its sympathy. For ourselves we hope still to see the tide of reaction stemmed in time, but it would be idle to ignore the possibility of its gaining yet more strength. Those who wish China well should be the first to indicate their strong disapproval and apprehension of the present trend of affairs. Foreigners may have to insist upon the strict interpretation of treaty rights, which it was hoped could be gradually relaxed with the inauguration of an era of reform and enlightenment. Above all we shall naturally become less ready to acquiesce in the repression of the light and learning that comes to China from a genuine education obtained abroad; for from such sources alone can China hope to acquire the necessary knowledge and strength to tread the path of progress.

THE LATE BISHOP BURDON.

The death of Bishop Burdon at the age of 80, removes one of the veterans of British missionary work in China. The Right Rev. John Shaw Burdon was born in 1828, being the son of Mr. James Burdon, of Glasgow. Having offered himself to the Church Missionary Society for work abroad, he was trained at their institution, now the Chu-chi Missionary College, at Indragiri and in 1852 was ordained deacon by Dr. C.J. Blomfield, Bishop of London, and priest by Dr. Smith, first Bishop of Victoria in Hongkong. From that time for nearly half a century he continued to labour in the Church Missionary Society's missions in China. He was stationed at Shanghai till 1880, moving to Ningpo in 1881, to Shaohyning in 1882, and to Peking in the same year, making that capital his headquarters for the next 11 years. In 1874, on the retirement of Bishop Alford, Mr. Burdon, who then received from Archbishop Tait the Lambeth D. degree, was consecrated third Bishop of Victoria, Hongkong, and retired from that office, after 21 years' work, in 1895, when he was succeeded by the lamented Bishop Hoare. Bishop Burdon was an accomplished Chinese scholar, who laid missionary work under considerable obligations to his achievements as a translator. He was a member of the board which furnished the Bible Society with a Mandarin version of the New Testament in 1871, and, in collaboration with Bishop Scherewsky, he translated into Mandarin Chinese the Book of Common Prayer. His wife, who predeceased him, was a daughter of the Rev. E. T. Alder. The funeral will take place to-morrow, at 3 p.m., at Royston, Herts.—Times.

MILLIONS OF WOMEN



Cuticura SOAP

Assisted by Cuticura Ointment, the great Skin Cure, for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itches, and chafings, in the form of baths for annoying irritations and inflammations, or undue perspiration, in the form of washes for ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves, as well as for all the purposes of the toilet, bath, and nursery.

AN-ANGLO-CHINESE FUNERAL.

CANDLES, WHISKY, AND RICE PUT INTO THE GRAVE.

A Chinese seaman, Ah Poo, who died at Cardiff Workhouse, was buried last month, and in spite of the dreaching rain, the scene at the cemetery was more like an Oriental festival than the solemn interment to which Europeans are accustomed.

A number of Ah Poo's fellow-countrymen presented themselves at the workhouse, arriving in busses and smoking cigarettes and talking merrily. Some expressed a wish to look at their dead comrade, and nothing would suffice but that the lid of the coffin should be raised.

It was not until the coffin was deposited near the grave that one of the Chinese inquired about the minister. No arrangements had been made for the attendance of one, and after some delay the Rev. Garatoo Griffiths was sent for. The ordinary burial service was then read, a few of the Chinese standing round with abominably expressionless faces.

At a given signal a couple of the Chinese brought to the graveside a large hamper, amidst the clatter of many tongues, basins of rice, a bottle of whisky, a plate of sweets, a chicken, a piece of bacon, and bundles of crinkled paper printed with Chinese characters, and candles were produced.

The whisky was poured on the coffin, and basins of rice thrown into the grave.

In the meantime others set the papers and candles alight, and thereupon an old Chinaman clasped his hands, moving them up and down the while he muttered some solemn incantation.

Subsequently all the articles were thrown into the grave in order to provide Ah Poo with sustenance on his journey to the next world, the fire being to light him on his way.

It is reported that an Essex schoolboy, asked the other day which animal provided leather for his boots and shoes, answered, "Father." But the older story of the girl who was asked by the Bishop, who laid his hand on her shoulder in affectionate caress, "Who made this vile body?" is better. "Flame, my lad," she said, "sister made me body, and mother made me skirt."

SHIPPING.

ARRIVALS.

BRESCLAUGH, British str., 2679, A. L. Reid, 8th Feb.—London and Singapore 31st Jan., General.—Gibb, Livingston & Co.
CANTON, Norwegian str., 775, O. Haskonsen, 7th Feb.—Korosen.—McBain & Co.
HATCHING, British str., 1267, A. E. Hodgins, 8th Feb.—Fochow 5th Feb., Amy 6th and Swatow 7th, General.—Douglas Laing & Co.
LAKESIDE, British str., 1341, J. B. Jackson, 8th Feb.—Saigon 4th Feb., Rize.—Chinco.
LYDIA, German str., 1772, C. Meyer, 8th Feb.—Saigon 2nd Feb., Rize.—Simmsen & Co.
PRINCE ROISUMUND, German str., 3309, Lenz, 8th Feb.—Sydney 15th Jan., General.—Molchans & Co.
PROGRESS, German str., 387, H. Pahren, 8th Feb.—Saigon 5th Feb., Rize.—Salt.—Simmsen & Co.
RIJUN MARU, Japanese str., 4809, G. S. Laprak, 8th Feb.—Nakama via Moll 3rd Feb., General.—Nippon Yusen Kaisha.
SIOMAL, German str., 907, G. Schellkier, 8th Feb.—Saigon via Hahow 29th Jan., General.—Jensen & Co.
SIKH, British str., 3215, W. Atkinson, 8th Feb.—Shanghai via Fochow 3rd Feb., Tea and Carica.—Doddwell & Co.
TAMING, British str., 1350, A. W. Outerbridge, 8th Feb.—Manila 5th Feb., General.—Butterfield & Swire.
TEINAN, British str., 2309, C. Lindbergh, 8th Feb.—Melbourne 4th Jan., General.—Butterfield & Swire.

CLEANANCES.

At the Harbour Master's Office, Feb. 8th.
Bresclaugh, British str., for Shanghai.
Delta, British str., for Europe.
Hatching, British str., for Swatow.
Itaka, German str., for Saigon.
Kiangtsh, Chinese str., for Shanghai.
Sikh, British str., for Singapore.
Swatow, British str., for Saigon.

DEPARTURES.

AMARA, British str., for Saigon.
CHUMI, British str., for Canton.
FRITHOF, Norwegian str., for Bangkok.
HELVES, German str., for Hahow.
HONGKONG, French str., for Hahow.
KANJUN MARU, Japanese str., for Kobe.
KANJUN MARU, Japanese str., for Canton.
KITO MARU, Japanese str., for Saigon.
NAMANO, British str., for Calcutta.
RUBI, British str., for Manila.
SORU MARU, Japanese str., for Shanghai.
TAMING, Chinese str., for Shanghai.
TAMING, British str., for Swatow.
Yochow, British str., for Canton.

SHIPPING REPORTS.

The British str. **Laertes** reports: Moderate wind and sea throughout.
 The British str. **Zenduch** reports: Very strong N.E. monsoon all the way.
 The British str. **Taming** reports: Moderate to fresh N.E. monsoon and moderate sea, fine weather.
 The British str. **Hatching** reports: Fochow to Swatow fresh N.E. monsoon, heavy sea and cloudy weather. Swatow to Hongkong moderate wind and sea, cloudy weather.
 The British str. **Sikh** reports: Strong N.E. wind with moderate sea, clear but cloudy weather. On the 7th inst., at 2 p.m., passed wreck of junk partly submerged. Lamcocks bearing N.N.W. distance 4 miles.

VESSELS IN DOCK.

ABERDEEN DOCKS.—**Sorogon**, **Monteagle**, **Fronde**, **Z. Y. de Aldeco**, **Prinz Waldemar**, **Kwongchow**, **Emeraude**, **Powar**, **Yangmoo**, **Omphale**, **Rubi**, **Sophia**, **Pong Tong**, **Tin Hoe**.
GOVERNMENT DOCKS.—**Peng Fui**, **Italian**, **Doric**.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Etorio and Rabbatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERREANEA, ADRIATICA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
 (Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"
 Captain Belsito, will be despatched as above on MONDAY, the 11th Feb., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.
 Agents.
 Hongkong, 31st January, 1907. 4

FOR KOBE.

THE Steamship
"HIKOSAN MARU"
 Captain I. Fukui, will be despatched for the above Port on TUESDAY, the 12th inst., at Noon.
 For Freight, apply to
THE MITSUBI BUSSAN KAISHA
 Hongkong, 7th February, 1907. 359

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.
 will be sent to Valparaiso if sufficient inducement.
 Steamers Tons To Sail.
"GIENFARG" 4,000 March 28th, Noon.
"KASATO MARU" 5,100 April 25th, Noon.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
K. MATSUDA, Manager,
 York Building,
 Hongkong, 9th February, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON & ANTWERP	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 13th inst.
MARSEILLES, AC. via PORTS OF CALL.	GLAMORGANSHIRE	Brit. str.	—	Lancelotti	SWAN, TOMES & Co.	About 20th inst.
MARSEILLES, HAVRE & HAMBURG	TOURANE	Freestr.	—	Wunnenberg	MESSAGERIES MARITIMES	On 19th inst., at 1 P.M.
BREMEN, via PORTS OF CALL.	SLAVONIA	Ger. str.	k.w.	G. Bolle	HAMBURG-AMERIKA LINIE	On 20th Mar.
HAMBURG via PORTS	GRUBENAU	Ger. str.	k.w.	Muller	MELCHERS & Co.	On 13th inst., at Noon.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Mar.
MARSEILLES, HAVRE, C'HAON & BALIC PORTS	BELOARAVIA	Ger. str.	k.w.	Schulche	HAMBURG-AMERIKA LINIE	On 19th April.
NAPLES, LISBON, HAVRE & HAMBURG	KINA	Dad. str.	—	Bahle	MELCHERS & Co.	About 17th inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SILENSIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	To-morrow.
TRIESTE, AC. via SINGAPORE, &c.	SCANDIA	Ger. str.	k.w.	Blaffer	HAMBURG-AMERIKA LINIE	On 16th Mar.
NEW YORK	HAMBURG	Ger. str.	k.w.	Blaffer	HAMBURG-AMERIKA LINIE	On 5th April.
YANCOOVER via SHANGHAI JAPAN, &c.	SIKH	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	About 2nd Mar.
VICTORIA (B.C.) & TACOMA via JAPAN	EMPRESS OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	About 9th inst.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	ATHLETIC	Brit. str.	1 m.	T. W. Garlick	CANADIAN PACIFIC R. Co.	On 20th inst., at Noon.
RAN FRANCISCO via PORTS	TREMONT	Am. str.	—	Hollman	DODWELL & Co., Ltd.	On 26th inst.
AUSTRALIAN PORTS via MANILA	GLENFAR	Brit. str.	—	—	TOTO KISEN KAISHA	On 26th Mar., at Noon.
AUSTRALIAN PORTS via MANILA	DAIYU	Brit. str.	1 m.	L. Dawson	SWAN, TOMES & Co.	About 25th inst.
AUSTRALIAN PORTS via TOWT DARWIN	PRINZ WALDEMAR	Ger. str.	—	Woltemade	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
YOKOHAMA & KOBE	DARTMOUTH	Brit. str.	—	McArthur	MELCHERS & Co.	On 26th inst., at Noon.
YOKOHAMA & KOBE	TRANQUERBAR	Dan. str.	—	—	MELCHERS & Co.	About 10th inst.
YOKOHAMA & KOBE	TEINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	HIKOSAN MARU	Jap. str.	—	I. Fukui	MIYOSU BUSSAN KAISHA	On 12th inst., at Noon.
YOKOHAMA & KOBE	CHOYSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co.	On 12th inst., Daylight.
YOKOHAMA & KOBE	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	To-morrow.
YOKOHAMA & KOBE	YOHOW	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
YOKOHAMA & KOBE	PRINCE ALICE	Ger. str.	—	F. E. Andrews	MELCHERS & Co.	About 17th inst.
YOKOHAMA & KOBE	MANILA	Brit. str.	—	C. D. Barnett	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA & KOBE	MACRONIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
YOKOHAMA & KOBE	BRASILIA	Jap. str.	—	H. Ohta	USAKA SHOSHIN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	JOSHIN MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LAFRAIE & Co.	To-morrow, at 10 A.M.
YOKOHAMA & KOBE	TAMING	Brit. str.	2 h.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co.	On 15th inst., at 4 P.M.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	—	E. Rodger	SWAN, TOMES & Co.	On 16th inst., at Noon.
YOKOHAMA & KOBE	RUBI	Brit. str.	—	R. Almond	SWAN, TOMES & Co.	On 23rd inst., at Noon.
YOKOHAMA & KOBE	KUMSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co.	On 18th inst., at 3 P.M.
YOKOHAMA & KOBE	CATHERINE APCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSON & Co., Ltd.	On 11th inst., at 3 P.M.
YOKOHAMA & KOBE	CAPIRI	Ital. str.	—	Belsito	CARLOWITZ & Co.	On 11th inst., at Noon.
YOKOHAMA & KOBE	TJILWONG	Dut. str.	—	Jurriance	JAVA-CHINA-JAPAN LINE	Quick despatch.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA and KOBE	"TRANQUERBAR"	About 10th Feb.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"KINA"	About 17th Feb.

For Further Particulars, apply to

MELCHERS & CO.
 AGENTS.

Hongkong, 16th January, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 16th Feb., Noon.
RUBI	2540	R. Almond	Manila.	On 23rd Feb., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 9th February, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 13th November, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
SHANGHAI	"CHOYSANG"	Tuesday, 12th Feb., daylight.
MANILA	"YUENSANG"	Friday, 15th Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Monday, 18th Feb., 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Cebu, Tientsin, (via Chingwantan) and Yangtze Ports.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th February, 1907. 18

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
TREMONT	2,666	T. W. Garlick	On 26th February.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 5th January, 1907. 17

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "REEMANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILENSIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.
SCANDIA ... 10th February	* SILENSIA ... 10th February
HAMBURG ... 3rd March	* SCANDIA ... 22nd March
REEMANIA ... 2nd April	HAMBURG ... 5th April
HOHENSTAUFEN ... 30th April	REEMANIA ... 17th May
SILENSIA ... 31st May	HOHENSTAUFEN ... 29th May
SCANDIA ... 30th June	* Call at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.
 FOR SHANGHAI, KOBE & YOKOHAMA ... 10th February
 FOR SHANGHAI, KOBE & YOKOHAMA ... 24th February
 FOR SHANGHAI, KOBE & YOKOHAMA ... 28th February
 FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd March

NEXT SAILINGS HOMEWARD.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC" PERMAN SERVICE to Arabian and Persian Gulf Ports.

* SILENSIA ...	NAPLES, LISBON, HAVRE & HAMBURG ...	10th February
* SAMBIA ...	FOR HAMBURG via PORTS ...	15th February
* SAXONIA ...	FOR HAVRE, BREMEN & HAMBURG ...	24th February
* SCANDIA ...	NAPLES, LISBON, HAVRE & HAMBURG ...	18th March
* SLAVONIA ...	FOR MARSEILLES, HAVRE & HAMBURG ...	20th March
* BRASILIA ...	FOR HAVRE, BREMEN & HAMBURG ...	24th March
* HAMBURG ...	NAPLES, PLYMOUTH, HAVRE & H'BURG ...	5th April
* BELGRAVIA ...	FOR HAVRE & HAMBURG ...	19th April

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

1907.

* "SIKH" ... About 9th Feb.

* "MUNCASTER CASTLE" 13th Mar.

* "LOWTHER CASTLE" ... 21st Mar.

* This steamer has excellent saloon accommodation for First-class Passengers at Moderate Rates.

For Freight and further information, apply to

DODWELL & CO., LTD.
 Agents.

Hongkong, 29th January, 1907. 787

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

Through Bills of Lading issued for

BATAVIA, PERMAN GULF, CONTINENTAL,

AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

Captain C. L. Daniel, carrying His

Majesty's Mail, will be despatched from this

Office on SUNDAY, the 10th February,

at 10 A.M., taking passengers and cargo for

the above ports in connection with the Company's

s.s. "MONSIEUR," 9,500 tons, from Colombo.

Passenger accommodation in which vessel is

second before departure from Hongkong.

Silk and Valables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London;

other cargo for London, &c., will be conveyed

from Bombay by the R.M.S. "ARABIA," due

in London on 25th March, 1907.

Freight will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
 Superintendent.

Hongkong, 8th February, 1907. 1

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON, &c., VIA USUAL PORTS	DELTA	10 A.M., 10th February	See Special of Call
LONDON, ANTWERP and JAPAN	Capt. S. Barcham	About 13th February	Freight and Passage.
SHANGHAI, KOBE, MOJI and MANILA	Capt. F. E. Andrews	About 17th February	Freight and Passage.
SHANGHAI	MACEDONIA	About 23rd February	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th February, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	YCHOOW	On 11th Feb., 4 P.M.
OKOHAMA and KOBE	TAIYUAN	On 11th Feb., 4 P.M.
	TSINAN	On 12th Feb., 4 P.M.
	TAMING	On 12th Feb., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th February, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO.'S S.S. LEAVING

TAMUI VIA TOW "JOSHIN MARU" SUNDAY, 10th Feb.,
AND AT DAYLIGHT.
Capt. H. OHTA

* These Steamers are fitted throughout with excellent accommodation for First and Second Class Passengers, and are fitted with electric light, First-class Saloon Amidships, Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th Feb. 1907.

T. ARIMA, Manager.

PASSenger SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THRO STEAMER

MARSEILLE AND LONDON.
VIA COLC AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. BENNETT, R.N.R.
WILL BE DESPATCHED AT NO

SATURDAY,
AND IS DUE IN MARSEILLES ON MARCH,
THE 27th APRIL AND LONDON ON

IN ADDITION TO GIVING PASSENGER
SPENDING ABOUT 24 HOURS OF OPPORTUNITY OF
WILL MAKE A FAST RUN TO MARY THIS VESSEL.
THE VOYAGE FROM HONGKONG TO LONDON.
COMPLETED IN 28 DAYS AND TO LILLE SHOULD BE
35 DAYS.

FARES:
To MARSEILLES—£61 First and
To LONDON—£65 First and £44 2nd SALOON.

For Further Particulars, apply to

Hongkong, 11th October, 1906.

WETT,
Superintendent.
1899

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 10th April
ZIEFEN	WEDNESDAY 24th April
PRINZ REGENT LUITPOLD	WEDNESDAY 8th May
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd May
DAYERN	WEDNESDAY 5th June
PRINZ HEINRICH	WEDNESDAY 19th June
SCHARNHORST	WEDNESDAY 3rd July
ROON	WEDNESDAY 17th July

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at Noon, the Steamship
"GNEISENAU," Captain G. Holtz, with MALES, PASSENGERS, SPECIE and
Shipping Orders will be granted till Noon, on MONDAY, the 11th Feb. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Feb. Cargo and
Specie should not exceed Two Feet Cubic in Measurement. No Parcel Receipts will be signed for less than \$2.50,
and the Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	222 0 0
TO SOUTHAMPTON, LONDON, BREMEN	31 0 0	63 0 0	33 0 0
AND HAMBURG	95 0 0	44 0 0	24 0 0

* TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR

64 0 0 44 0 0 26 0 0
115 0 0 79 0 0 47 0 0
88 0 0 46 0 0 27 0 0
123 0 0 53 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EUROPE:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONSHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPL, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ RIGISMUND	THURSDAY, 28th Mar.
MANILA	THURSDAY, 28th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR,"
Captain Volkmann, with Males, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardsess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
TO BRISBANE	\$28.00	\$20.00	\$14.00
TO SYDNEY	\$28.00	\$20.00	\$14.00
TO MELBOURNE	\$28.00	\$20.00	\$14.00
TO YOKOHAMA	\$80.00	\$50.00	\$40.00
TO KOBE	\$85.00	\$50.00	\$40.00
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	\$80.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£37. 0. 0.	£27. 0. 0.	£19. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.	£40. 0. 0.	£30. 0. 0.	£20. 0. 0.

SAILINGS OUTWARDS.
EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZESS ALICE" ... Wednesday, 13th Feb.
SHANGHAI, NAGASAKI, "PRINZ LUDWIG" ... Wednesday, 27th Feb.
Kobe & Yokohama ...

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers F.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:

To London via Plymouth or Southampton ... 1st Class
To Bremen ... 2nd Class
To Paris via Cherbourg ... 3rd Class

To Naples, Genoa via Gibraltar ... 1st Class
To Naples, Genoa via Gibraltar ... 2nd Class
To Naples, Genoa via Gibraltar ... 3rd Class

Passage money payable in local currency at current eight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELOCHERS & CO., AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 14th Feb.	14th Mar.	14th Mar.
"ATHENIAN"	5,332	WEDNESDAY, 20th Feb.	16th Mar.	16th Mar.
"MONTEAGLE"	5,332	WEDNESDAY, 27th Feb.	23rd Mar.	23rd Mar.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 14th Mar.	1st Apr.	1st Apr.
"TARTAR"	4,425	WEDNESDAY, 27th Mar.	20th Apr.	20th Apr.
"EMPERESS OF CHINA"	6,000	THURSDAY, 11th Apr.	22nd Apr.	22nd Apr.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamship,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, ... via St. Lawrence 230; via New York 282.
Intermediate on Steamers ... 240 ... 242.
and 1st Class Railways ... 240 ... 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and RETURN FARE WORKED.

SPECIAL RATES (First class only) granted to Messrs. Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Government.

For further information, Maps, Routes, Handbooks, (Rates of Freight and Passage, apply to—
D. W. CRADDOCK, General Traffic Agent for China,
Corner Polder Street and Praya opposite Plaza Flur.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR A.S. ERDAM.
General Agent—G. A. WITT, London, E.C.

Coal Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for steamers from and
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged, and quick despatch from D.W. & Co. (LTD).
FRESH WATER and ICE, SHIP'S STORES and REFRIGERATORS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop
fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS.
Hongkong, 1st December, 1906.

FREE. FREE. FREE. FREE. FREE. FREE. FREE. FREE.

We Send You FREE OUR ADVERTISING.

POSTCARD ALBUM

AND

100 POSTCARDS

SEND US 1s 2d. PER RETURN YOU WILL RECEIVE

OUR ADVERTISING SAMPLES (INCLUSIVE OFFER).

WRITE TO-DAY.

THE FAME SUPPLY COMPANY.

45, UNION STREET, GLASGOW.

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ANNUAL SHIPPING REVIEW.

"JOHN WHITE'S" THIRTIETH.

The year 1906 has happily passed with practically all countries free from war, but the year unfortunately records terrible eruptions involving great loss of life and property on land and sea, in the severe earthquakes—borne with remarkable courage—at San Francisco and Valparaiso, and typhoons in China and the Gulf of Mexico. The year has also probably been unparalleled in the amount of conflict that has been almost epidemic in personal quarrels. There have been disputes between the Board of Trade and the Mercantile Marine Office—Trade Unionists and their leaders—Members of the same parliamentary party, Liberal, Labour and Socialist—Members of the Shipping Federation—Fifth African shippers and the Lines—Clyde and Toss Shipbuilders and Ironworkers—Strikes of workmen at home and abroad—Times Newspaper and Publishers. All eruptions—except political and literary disputes—affecting shipping, which with increased competition of British and Foreign rivals surround this industry with an interest more perplexing than profitable. Notwithstanding these untoward circumstances—and may to they are the natural corollary of progress—the year records the largest addition to our Mercantile Marine of any year, in effective tonnage and in size and power. The effective tonnage has increased, it is estimated, by about 1,000,000 tons of dead weight carrying capacity by the addition of new ships that have been sanctioned. The production of our shipyards of new hant steamers has been about 1,800,000 tons gross, which is the largest production of any year, and exceeds the large total of last year by about 200,000 tons. The tonnage added to the British Register, i.e., new steamers and steamers bought from foreign registers, has been about 1,500,000 tons. One yard alone, Messrs. Swan, Hunter and Wigham Richardson, Limited, has produced 25 steamers of 125,421 tons. The steamers removed from the British Register, including those sold to foreigners, have been about 550,000 tons. The building of sailing ships is now so small that it can scarcely be called a factor in considering effective tonnage added, but there have been removed from the British Register, including Colonial Register, about 200,000 tons of sailing ships.

The past year has witnessed the launching of the largest and fastest steamers on record, and probably the limit in size, if not in power, that the necessities of commerce or prudent enterprise will dictate for many years to come. The gigantic Cunard Company's turbine steamer *Lucania* was launched by Messrs. John Brown and Co. in June, and the sister steamer *Mauritania* by Messrs. Swan, Hunter and Wigham Richardson in September last. They are each of about 33,000 tons gross register, 780 ft. by 88 ft. by 60 ft. 3 in. to upper deck, having six decks, displacement 45,000 tons and power 72,000 h.p. to drive them 25 knots per hour at sea. These vessels are a considerable increase on the previous largest steamer of British or foreign. On the same day as the launch of the *Mauritania* there was launched by Messrs. Harland and Wolff, for the White Star Line, the s.s. *Adriatic*, of about 25,000 tons gross register, 708 ft. by 75 ft. by 50 ft., with engines to steam about 19 knots. The increase in size of vessels has extended to warships launched during the year, as seen in the turbine *Dreadnought*, 18,000 tons displacement, 520 ft. by 82 ft. by 45 ft.; *Lord Nelson*, 16,500 tons displacement, 410 ft. by 79 ft. by 45 ft.; and *Agamemnon*, of about the same size. There were under construction at the end of September, according to the returns of Lloyd's Register of Shipping, of merchant steamers 1,255,031 tons—about 100,000 tons less than at the end of last year.

The past year opened with Shipbuilders and Engineers well supplied with work, and many sufficient to occupy them the greater part of the year; new orders, however, became scarce, and early in the year many builders found themselves getting through their contracts and with little inquiry. Owners realising the large amount of tonnage building increased by the additional tonnage added produced by the reduction of freight, disapproved the anticipated improvement in freight, in the Spring freight in most directions had substantially declined, withheld further orders, notwithstanding builders, although material kept high, were prepared to reduce prices. As contractors continued scarce, many builders paid off some of their men in September. It was strange that at this time the Clyde shipbuilding men should have been so unprepared to resist by their leaders to strike, causing the masters to pay off other classes of workmen, which of necessity resulted after two months' idleness in the defeat of the men. This suspension of work has assisted in the yards being better employed at the end of the year than they would otherwise have been. The increase of trade shown by the Board of Trade Returns and movement of produce abroad, with the continued advance in the cost of material, has encouraged the placing by owners of numerous orders during the past two months, and prices, therefore, are about 5 per cent higher than would have been accepted in the Autumn. The contracts of the year, apart from ordinary cargo steamers, include twenty steamers for the Lloyd Brasileiro trading from the Brazil up the Amazon coast, six large steamers for the new mail service between Great Britain and Australia under contract with the Commonwealth Government, and many steamers for foreign lines. All foreign countries except America and China have increased the fleets of existing companies some of which have enlarged their capital, and by many new owners, and where the countries have building facilities they have extended their building and repair yards. Steel ship-plates in January were £7 10s. per ton, and gradually came down to £7 10s. in July, when a further reduction was contemplated; but the demand from the United States for pig iron, at a stiff price, which are now up to £10 15s. There is no doubt that the price of material has been forced up by the foreign demand for steel, although there is a strong feeling that makers have put prices up unduly by combination, which they can do, not having at present any competition of foreign makers.

The Australian trade from Great Britain has provided surprises in the Royal Mail Steam Packet Company taking the place of the Pacific Steam Navigation Company in that trade, when the anomaly occurred of the shares of the former Company going up in consequence of their having got in, and the shares of the latter Company going down in consequence of their having got out of that trade. The new Mail contract, to commence in 1908, of the Commonwealth has been awarded to an entirely new company.

The price of steamers to build are higher than a year since, in consequence of the advance of shipbuilding material and increased cost of machinery. With only two or three exceptions of forced sales, prices of new steamers for sale have been fairly well maintained throughout the year. Second-hand steamers have been in good demand; the principal foreign buyers have been Scandinavian, German and Greek. Prices for moderately modern tonnage have continued very near what they were a year ago.

The combination of important English shipbuilders with foreign firms has been extended by the connection of Palmers Shipbuilding Company, Limited, with La Societa Cantieri, of Genoa, making with Messrs. Armstrong, Whitworth and Co.'s association with Messrs. Ansaldo and Co. of Genoa, and Messrs. Hawthorn, Leslie and Co. with Messrs. Hawthorn, Guppy and Co. of Naples, three Tyne firms engaged in shipbuilding in Italy, which is becoming a very important building country.

As already stated, foreign shipowning has extended. France passed a new Bounty Bill in April last, varying from their previous subsidies which were evidently intended to encourage shipbuilding as much as shipowning, by extending the bounty to foreign-built ships not over two years old. This has not encouraged so far any large number of orders to our builders, partly, probably, on account of present prices not being sufficiently attractive. Our American friends still continue to agitate the subject of subsidy, with much divided opinion to create a Mercantile Marine, but they will doubtless wisely continue to devote their energies to internal trade in which they are so successful, and defer undertaking what they cannot produce nor work economically as their friendly competitors who provide them with cheap transit for their produce. Experience of the pseudo-American organization, the International Mercantile Marine Company, has not proved very encouraging to American investors for further extensions in shipowning.

Turbine engines continue in favour, though not yet universally adopted for fast liners, and they have not yet developed the necessary qualities to make them preferable for cargo ships. The result of their working in the *Leviathan*, *Lucania*, and *Mauritania* will bear out their late with many of the lines who appear to be looking on them with favour. The *Dreadnought*, for manoeuvring and speed, and are to be put into several foreign warships building.

A large number of obsolete Government vessels and other old steamers have been sold for breaking up, and estimated, in sympathy with the increased cost of material, about 10s. per ton gross register higher than twelve months previously.

Wages concerning shipbuilding have threatened trouble, but, with the exception of the failure of the Clyde, have not caused serious disturbance. Shipbuilders on the North-East Coast gave an advance early in the year to their men, and an advance was given in August to the men of the Iron and Steel Manufacturers in the latter trade wages are regulated by prices realised. It seems, therefore, strange that a similar arrangement taken in conjunction with prime cost is not adopted by the builders, engineers and men.

Strikes of workmen in all directions have been rampant, and must have cost the men, who have generally failed, terrible loss and suffering. Trade has not warranted the demands that have been made, and where business, as is now the case with shipping, is worked on the narrow margin, it has become a matter of continuing trade—equally important in the men's interests as the masters—to resist these demands. In addition to the strikes of ironworkers on the Clyde of two months' duration, and Ship-plates on the Tyne now in the ninth week, there have been strikes of Riveters, Platers, Engineers of Shipbuilders' men at Genoa—of sailors, stowaways, etc., at Odessa—of seamen at Hamburg—of labourers at Fiume, Stettin, L'Orient, L'eglhorn and Hamburg—mine workers at Bilbao—anthracite coal miners in America.

Legislation affecting shipping during the year has been important, favourably for reduced tonnage introduced in March, and unfavourably for the responsibility to owners involved in Shipping, being included in the Workmen's Compensation Bill. The reduction of 7½ per cent in light dues comes into force in April next, making the reduction 20 per cent since April, 1903. The British line will be enforceable on all foreign ships on 1st June next. A Royal Commission has been appointed to inquire into the training of British boy sailors for the Mercantile Marine, and another Royal Commission to inquire into Shipping Rings. The latter appears a singular precedent of inquiry that would be more appropriate upon the combinations formed to paralyse trade by strikes, at the dictate of men neither employers nor labourers, but simply paid agitators, regardless of the distress they create.

The coal trade has been very active throughout the year. Early in the year large orders were placed in Wales for stocking the coaling stations abroad, especially of foreign Powers, in consequence of the uneasiness over the Moroccan Conference and unsettled European outlook. At the same time the demand on the Tyne was great from Germany on account of the activity of their iron and steel works, and difficulty of supply from Westphalia. There was also an active demand from Wales for 6½ pence, owing to the strike of colliery miners in that country. The exports to coaling stations for the requirements of the Mercantile Marine and the supplies steamers take on leaving this country are now enormous; the export of coal from the United Kingdom in 1905 was 47,476,707 tons, and in addition for bunker supply when leaving 17,390,146 tons. The export of coal was removed in November last. Prices have gradually advanced throughout the year, and are now 3s. to 3s. 6d. per ton higher in Wales, and 2s. to 2s. 6d. in the Tyne, than at the commencement of the year. Prices at foreign stations for the coming year's supplies are higher than last year—about 2s. to 2s. 6d. in the Mediterranean; 6s. 6d. River Plate, 3s. 6d. Brazil; 1s. 6d. Eastern ports for Indian coal, but Japanese coal in China and Japan is 1s. 6d. cheaper.

The high Bank rate current throughout the year, from 4 per cent in January, fluctuating between this and 3½ per cent until October, when it advanced to 5 per cent, and in the same month to 6 per cent, at which it has since remained, has doubtless caused a greater movement of produce, which brings business to shipping. The detention at all foreign ports as well as long turns at coal ports through difficulties with labour, in some cases a steamer being three months in South America and six weeks in Odessa and Mediterranean ports, have caused all voyages to take much longer in performing, and if only freighters were made commensurate this would be an advantage in relieving the pressure of tonnage seeking employment, which, undoubtedly, to great to a low of the improvement in freight that should have arisen from the enormous volume of trade that has been passing throughout the world.

Sailing ships have had a welcome revival in rates by the high freight to the West Coast of America. A good number of large ships have changed hands at an improvement in price of about 15 per cent on the year. Insurance rates on steamers are inclined to be higher, and on sailing ships are being a serious tax, but justified by the many losses that have taken place of sailing vessels. Freight has been experienced much vicissitude, and have greatly changed in many trades from what was looked upon as their natural course. The homeward cargo, which is the most valuable, used to give the higher freight, but this year a cargo of coal to the River Plate has borne more freight than a cargo of grain homeward, and a cargo of cement to the West Coast

of America has paid higher freight than a cargo of nitrate or grain from the West Coast. We have not had outward or homeward freights at their best when they were at their lowest in the opposite direction. At the commencement of the year Wales to Genoa was 8s. 6d., and one from South Spain 6s. 3d. In July the same voyage were 8s. 3d. out and 5s. 6d. home, at present they are 7s. 3d. out and 7s. 3d. home. In January, Wales to River Plate was 10s. and home 10s. In May the same voyage was 13s. out and 13s. down to 9s. home, and now are 14s. out and 13s. home. In January, Wales to Aden was 10s. out and home from Bombay, 14s. 3d. to 15s. 6d. In June the same voyage was 8s. 6d. out and 11s. to 10s. home, and now 9s. out and 16s. 6d. home. Outward rates during the year have varied considerably. Wales to Genoa, from 5s. to 8s.; Constantinople, 5s. to 7s. 9d.; St. Vincent, 5s. 9d. to 8s.; Monte Video or Buenos Ayres 9s. 9d. to 16s. 6d.; Cape of Good Hope, 10s. to 14s.; Colombo, 5s. 3d. to 13s.; Aden, 8s. 3d. to 11s. 6d.; Singapore, 9s. 9d. to 17s.

Homeward freights have shown equally great fluctuation. Odessa to U.K., 11s. 6d. to 6s. 6d.; River Plate to U.K., 16s. 6d. to 8s.; Bombay to U.K. or Continent, 17s. 9d. to 8s. 6d.; Calcutta to Dundee, 23s. 9d. to 13s.; Nitrate Ports to U.K. or Continent, 23s. to 13s. 6d.

From America, which at times has had no inquiry for grain has been a bad market, the highest rates for picked ports have been 2s. 6d. and down to 1s. 9d. per quarter. From the Gulf ports to picked ports on nett charter, 12s. to 9s. 3d. From Pensacola for pitch-pine, 86s. 3d. to 75s.

A large number of time charters have been entered into for general cargo, but to fulfil freight contracts of speculators, and for coal from Australia to India, China, Philippines, and West Coast of America, combined with lumber freight contracts.

A very large trade has been done in case oil from America to India, Australia, China and Japan, involving much longer voyages than when this supply was made from the Caucasus.

The necessity of reconstruction in San Francisco and Valparaiso through the destructions by the earthquakes has created employment for a large amount of tonnage for cargoes of cement, iron, steel, etc., from U.K. and Continent, causing freights from the normal rates of past years of 15s. per ton to advance to 30s. to San Francisco, and for coals 25s. to 30s. to Valparaiso. There has also been a large trade in coal from Australia to the West Coast of America, occasioned by the same cause, and the requirements of steamers, for whose steamers go they create trade—to supply their own consumption. Rates have gone up, Newcastle to West Coast to 25s., an advance of 10s. on the usual rate of late years. The large amount of tonnage to the West Coast has caused a rapid decline in homeward freights, which for nitrate to U.K. or Continent declined from 24s. to 14s. and lumber business has necessarily been taken at poor rates.

The transit of the Russian troops from Vladivostok and Japan to the Black Sea provided good employment in the Spring for about 75 large steamers, of which about 40 were British.

These long voyages have been a great relief to the market in giving employment to the large type of steamers. The large trade usually anticipated for replacement after a war has been quickly disappointing with the Far East as it was after the South African War. With the exception of a few cargoes to Vladivostok, all requirements (and these very moderate) have been carried by the regular lines, and in these many British steamers have been displaced by the Japanese steamers returning to their trade.

The Far Eastern coasting trade, which in past years has provided profitable employment to a large number of British, German and Scandinavian steamers, many of which were built specially for the trade, has practically passed entirely to Japanese owners with the exception of a few local British companies in China. Freights in these trades for charter have been very low and unprofitable throughout the year.

The activity in the steel trade and the restriction of exports from Bilbao by the strike of miners have caused large shipments of ore from South of Spain, Mediterranean and Black Sea, although rates have been poor except towards the close of the December and January season, when good rates were paid. Rates from South of Spain to U.K. or Continent ports have varied during the year from 5s. to 9s., and from Greece from 6s. to 10s. 4d.

The Baltic trade, which is now probably two-thirds performed by foreign steamers, paid outward and homeward slightly better rates than of late years, but still much too low. Large sailing ships have experienced an unexpected return of prosperity, and must be doing remarkably well with the high rates paid out to the West Coast, which will go a long way to compensate for the low homeward rates, which are much below the standard fixed by the Union of Sailing Ship Owners. It is standard has been the lowest of the decade, and fixed on a round freight from U.K. or Continent to N.S.W. to West Coast and home to U.K. or Continent.

Considering that the North American grain trade, one of the previous main sources of employment, especially for the larger steamers, and the River Plate grain trade, which was the mainstay of the freight market for the three years prior to the close of 1905, have given very poor employment during the past year, it is surprising, with the large tonnage always seeking engagements and the plentiful supply of liner tonnage, that freights generally have been sustained as well as they have, although it is disappointing that, with the great volume of trade passing, shipowners are not able to reap greater benefit from such.

The year just ended up on has brought us to the centenary of the steamship, the first steamer of commercial success being the *Clarendon*, built in 1807, of 167 tons. The development of shipping has probably been greater than any industry, of which shipbuilder, engineer and owner may justly be proud. It is, however, necessary for shipowners to bear in mind that we cannot always depend upon the volume of trade continuing to supply the amount of traffic now current, even at the too low freights at which such is done, and that the laws of supply and demand require their serious consideration.

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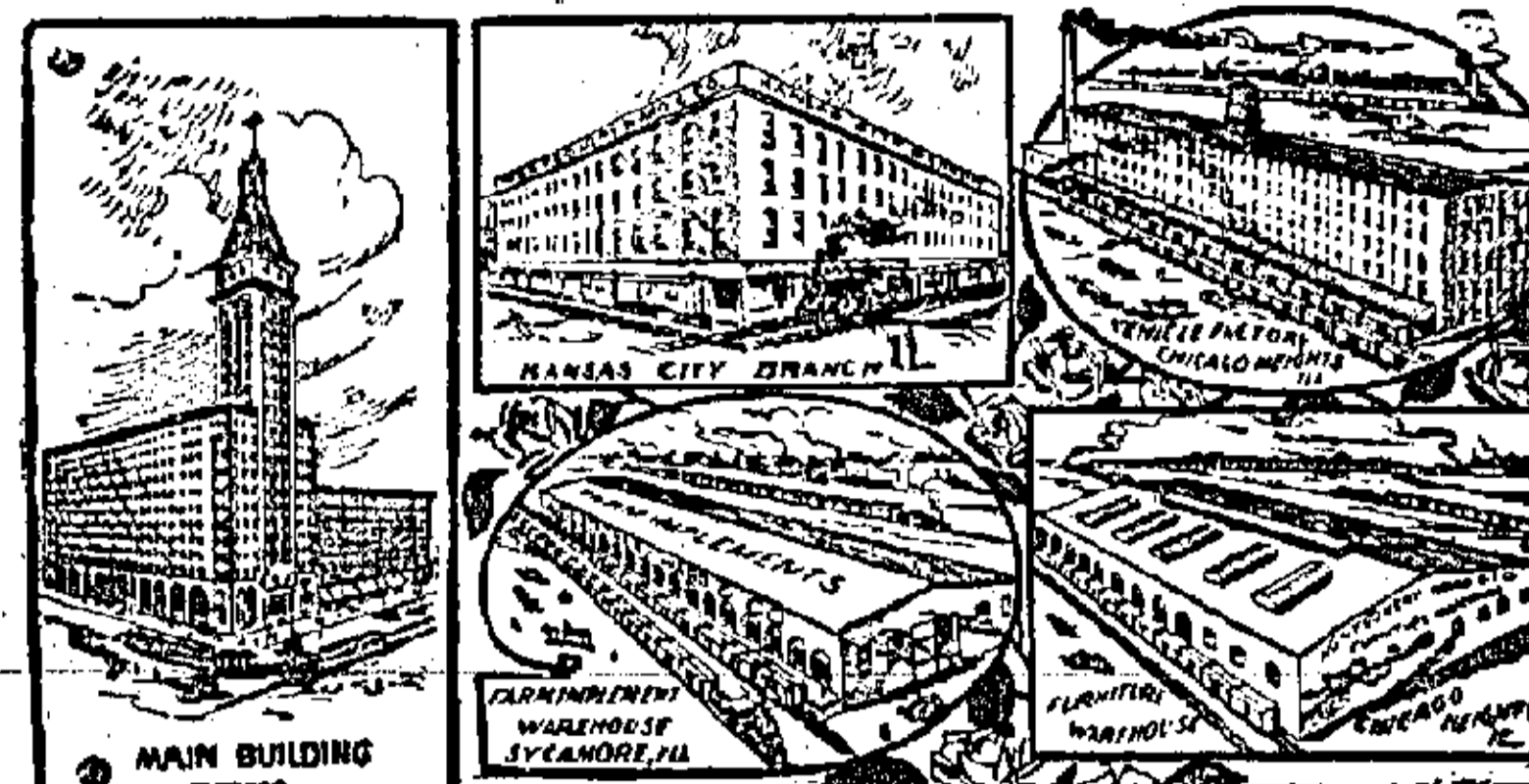
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